

# The Brandon Mail.

Sub Office Library

THURSDAY, SEPTEMBER 22, 1887.

No. 34.

## The Weekly Mail

Published every Thursday in time for the week-end. It contains a full and complete list of the current prices of all the principal commodities of the market. It also contains a full and complete list of the current prices of all the principal commodities of the market. It also contains a full and complete list of the current prices of all the principal commodities of the market.

## WANTED.

**Servant Girl Wanted.**  
For a Small Family.—Apply at the Registry Office, City.

## Stray Mare and Colt.

On the 3rd Sept., from Sec. 22, Tp. 7, R. 19, a chestnut mare with a white feet, star in forehead, broad W on front of both shoulders. The colt, a mare's chestnut, 1 year old, stands about 15 hands high. The mare had a rope around her neck, the colt had a leather halter on.

A suitable reward will be given to any person returning them to the owner or giving such information as will lead to their recovery.

J. H. STEINBURG,  
Carleton, P. O., Man.

## NOTICE.

TAKE NOTICE that a By-law to authorize a loan of ONE THOUSAND DOLLARS for the purpose of aiding in the construction of the proposed FLOUR MILL at BOISNE-VAIN has been duly passed by the Council of the Municipality of Whitewater, that the proceeds of the due passing of the said By-law and of the requirements of the statute in that behalf, preliminary to its being so passed, having been complied with, have been submitted to the Municipal Commissioner who will be applied to for a certificate as to said By-law under the provisions of section 319 of the Municipalities Act, 1886, on or after the 15th day of October, 1887.

Dated at Sheppartonville the 5th day of September, 1887.

E. HAMMOND,  
Clerk of the Municipality of Whitewater.



SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Manitoba Cottages," will be received at this office until Monday, 10th October, for New Tenement Cottages, for the Manitoba Penitentiary.

Plans and specifications can be seen at the Department of Public Works, Ottawa, and at the office of Mr. Smith, Clerk of the Works, Winnipeg, after Tuesday, 13th instant, and tenders will not be considered unless made on form supplied and signed with actual signatures of tenders.

An accepted bank cheque, payable to the order of the Minister of Public Works, equal to five per cent. of amount of tender, must accompany each tender. This cheque will be forfeited if the party declines the contract, or fail to complete the work contracted for, and will be returned in case of non-acceptance of tender.

By order,  
A. GOWELL,  
Secretary.

Department of Public Works,  
Ottawa, 9th Sept., 1887.

## OYSTERS!!!

AT THE  
**OCCIDENTAL RESTAURANT,**  
TENTH STREET.

THE undersigned has now completed arrangements for the Fall and Winter Trade in J. M. W. Nicol's Continental Brand, received Fresh Daily.

Try these Celebrated Oysters, served in every Style, from 8 a.m. to 2 a.m.

Also by the Gallon, Pail or Barrel, at Winnipeg Wholesale Prices to the Trade.

**Mrs. E. CHUBB,**  
Direct Importer and Sole Agent in this District for J. M. W. Nicol, Baltimore.

## FARMERS ATTENTION!

If you want to see the only  
**ALL STEEL BINDER**  
SOLD IN BRANDON,  
Come to the COCHRANE MFG. Co's  
OLD STAND.

WE CAN SELL YOU A  
**Mower and Rake**  
25 per Cent. Cheaper than any  
other Firm.

**WE KEEP REPAIRS**  
For Cochrane Mfg. Co's Goods, Jas.  
Pickard's Goods, & Wide-Awake  
Thrashers.

**FIRST CLASS  
SEWING MACHINES**  
On Hand.

Everything we Sell is Guaranteed.

**Stock taken in Exchange**  
Years,

**SMITH & SHIRRIFF.**

## WANTED.

A SERVANT, immediately. Apply to  
Mrs. T. M. DALY,  
18th Street,  
Brandon, Sept. 14th, 1887.

## WANTED.

**In Brandon,**  
TOWN LOT, between 8th and 13th streets,  
on either Rosser, Princess or Lorne Avenue.  
Apply, if by letter stating figures, to  
J. B. GRAHAM,  
MAIL OFFICE, Brandon.

## TOWN TOPICS

Don't fail to secure a piece of the  
doubly measured cotton, only two per yard, at  
Sawmills & Co's.

We have the largest and finest selection of  
dry goods, clothing and fur goods in Brandon.  
—Sawmills & Co.

Barrenia is now full goods of all kinds,  
at Sawmills & Co's.

Clearing sale of Wall Paper for the next to  
days at the MAIL Book Store.

Remnants of Wall Paper going at one half  
the regular price at the MAIL Book Store this  
week.

The entire winter portion of the Boston &  
Columbia Looking stock to be sold cheap.  
—Sawmills & Co.

See the beautiful assortment of Fancy Goods  
just arrived this week at the MAIL Book Store.  
The cheapest store in the city.

Baby Carriages, Express Wagons, Croquet  
and Lawn Tennis sets, Sporting Goods, Bicy-  
cles, etc., etc., going at your own figures at  
the MAIL Book Store this week.

G. & D. Cassels, expect a larger shipment  
of preserving fruit from the east and west.

Leave your orders for crab apples at Cas-  
sels.

Ontario preserving pears will arrive at  
Cassels in a few days.

A select assortment of hand eating fruit  
will arrive at Cassels every Friday morning  
from B. C.

Make inquiries for preserving fruit at Cas-  
sels.

Patrons, Go to Sawmills & Co. for your  
grain bags, best brand, at lowest price.

Stocks of the latest sheet music going at  
Toronto prices at the MAIL Book Store.  
Catalogues and price lists sent free on applica-  
tion.

A fine assortment of ladies' purses and  
satchels and gent's wallets just in and going  
very, very cheap at the MAIL Book Store.

\$200 worth of games and toys expected at  
the MAIL Book Store this week.

Dolls! Hundreds of dolls of every size and  
price just arrived at the MAIL Book Store.

Mr. Paterson, Grit M. P. of Brant, was in  
the city last week and poured words of burning  
reproach into the ears of Mr. J. A. Christie and  
other prominent ones of the faithful.

J. D. Bowley started on Saturday last for  
San Diego, California, going by way of Van-  
couver where he will likely put in the winter  
and probably remove his family in the spring.

R. French of Brandon who owned 120 acres  
of Sec. 35 13-20 (the old barland place) sold  
it last week to a man from Ontario for \$1000.

The Rapid City Academy opens on the first  
of November.

Sixty three bushels of wheat to the acre was  
the yield of five acres belonging to Mr. T.  
Wood, of Michie, north of Virden, which was  
threshed last week by Messrs. Nichol &  
Michie. It will be difficult to beat this.

Mr. Waugh in charge of the Manitoba ex-  
hibits at Toronto says Manitoba farmers stack  
too hurriedly and do not give their grain time  
to dry and harden before the sheaves piled  
together in stacks. This injures the quality  
of the grain.

The Rapid City Spectator says: There is a  
pretty lively demand for Rapid City cheese at  
present. A Brandon man the other day  
ordered 100 lbs for a ton of it; but the  
cheese maker held out for a bigger figure.  
Who says there is no money in cows?

The C. P. R. has secured \$45,000 a year  
from the Imperial government for a monthly  
mail service between Vancouver, B. C. and  
Asiatic ports.

H. H. Cook, M. P. gave his daughter a  
handsome residence and a cheque for \$50,000  
the other day, on the occasion of her marriage.  
They say "too many cooks spoil the broth,"  
but give us a Cook and we'll risk the broth.

Two of Brandon's horses won laurels for  
themselves at the Winnipeg races last week.  
Mr. R. F. Edgars Ned and Mr. Jas.  
McGregor's War Cry. In the 240 trot Ned  
won three heats making 5.43 1/2 in one of  
them, and the next thing to it in two others.  
War Cry took the running race in 1.27 1/2.

On Monday, Mr. Keenleyside shipped the  
first car of new wheat from this city.

Mr. R. Wilson paid Rapid City a visit last  
week.

The flag end of Wiggins' wind storm struck  
Brandon on Tuesday and made mump a mump  
roof quail.

A wolf attacked a child belonging to Mr.  
Wm. Connell, of Bridge Creek, recently, and  
but for the timely arrival of the child's mother,  
the wolf would have injured it seriously if not  
fatally.

The Millbrook Messenger speaks of a Mr.  
Wing having made a flying visit. We know  
of nothing strange about that; if Wing could  
not fly, we do not know who could.

It is reported that Prof. Paintner who "trick-  
ed" the boys here so much to their satisfaction  
a few weeks ago is behind a lock and key at  
Moosemound for fraud.

M. J. H. Hughes has already brought in  
about 5000 bushels of wheat from this falls  
thrashing. He is storing it up for a better  
price, and will himself leave this week for the  
scene of his new enterprise saw-milling at Kat  
Portage.

The Rapid City Spectator has the following:  
We take the Winnipeg firm is O'Loughlin  
bro's. They certainly conduct business on  
honorable principles and should be shunned by  
the entire printing fraternity of the country.  
A Winnipeg agent for a printing establish-  
ment has been doing the town this week. It  
is a pity that such laws do not go under the head  
of transient traders so that they could be made  
an example of. This thing of agents can-  
vassing printing offices for orders for papers  
and then canvassing the business men of the  
town for orders for printed matter at rates  
much the same as they ask the printer for the  
blank paper should be exposed, and the firms  
mean enough to do it should be boycotted by  
every printing office in the country. A con-  
vention of master printers from all parts of  
the province is badly needed in order to adjust  
several instances of importance to the printing  
business. This question has often been men-  
tioned. Why not have it come about.

We were glad to see Mr. John Parr in the  
city Monday the first time since his attack of  
fever. He took out a whole drug shop with  
him for the benefit of his neighbours, and is  
now an acting physician for Woodworth, if  
Norquay's laws will not punish him for  
practising without a license.

Mr. G. Branch, of Alexandria, takes the  
cake in late potatoes. He left one at Strone  
and Whitelaw's store the other day weighing  
4lbs. 3ozs. It was somewhat mortified in  
appearance, but it was none the less a single  
potato from the one shoot.

Mr. A. Rowe of this place got first and  
second prizes for turnips and first for pumpkins  
at the Toronto exhibition. Ontario has taken  
the first on wheat against the protest of Mr.  
Waugh in charge of the exhibits. In fact this  
is not to be wondered at as none of our best  
samples were ready for many days after the  
exhibit left the country—in reality the best  
samples are not yet threshed out.

The scarcity of firm help at this season of  
the year is a great drawback to the country,  
and likely to remain a permanent one, as no  
farmer can afford to keep enough hands all the  
year round to help him through the harvest.  
It is safe to say that even with fine weather for  
the interval it will yet take two weeks to finish  
the stacking, and then thrashing and ploughing  
will keep all hands busy until the ground  
freezes up.

It is to be regretted something cannot be  
done to get our agricultural grounds into some-  
thing like satisfactory shape. The ground  
originally cost \$3,800, the Turf Club have  
spent some \$5,500 upon it in track buildings  
&c, and the Society proper, expended \$5,000  
making the whole total cash about \$14,300.  
The original owner holds a mortgage for about  
\$2,000 and he threatens trouble if he does not  
get his money. If our Local government  
only expended its surplus cash in grants to such  
institutions as this instead of building railways  
for the accommodation of the people of Winni-  
peg, it would be infinitely better for the people.

The Grits have substituted Joe Martin for  
Biggs in the Winnipeg contrived election,  
and are going on with the petition against Mr.  
Searth. One of the amusing phases of the  
situation is the fact that Brock, Ashdown and  
Co., are going in with the Grits to effect the  
end. If these people think that either of them  
as a candidate in a new election would have  
the sympathy of the Grits, they are sadly  
mistaken. The trouble is Mr. Searth is too  
honest a man for the average Winnipeg poli-  
tician, what they want is some one of the  
Glas or Greenway kidney who will sell them  
out body and bones the first opportunity, and  
they will yet find such a character.

Senator Ogilvie, of Montreal, was at Oak  
Lake last week, accompanied by Mr. Alexan-  
McGaw, who were on a tour of inspection  
having driven through Southern Manitoba  
from Winnipeg to this point and Virden.  
They report this country exceed any they  
saw as to quantity and quality since leaving  
home. Mr. Hastings, managing director of  
the Ogilvie Milling Co., was also here and  
decided to reconstruct and enlarge their eleva-  
tor so that the grain can be received and ship-  
ped by machinery instead of by the slower  
process as before—the alterations are to be  
made forthwith. A buyer is to be here as  
soon as possible to help to move the heavy  
crop.

Immense stock of new dress goods. C. E.  
Miller.

Several hundred suits of new nobby clothing  
to choose from, all at bankrupt prices. C. E.  
Miller & Co.

Ladies fine button boots at \$1.50; great values.  
Ladies fine polished calf button boots \$2.00  
worth 2.50 C. E. Miller & Co.

Forty thousand dollars worth of new dry  
goods, clothing, carpets, boots and shoes, and  
groceries at C. E. Miller & Co.

Our building is piled up to the roof with  
bargains. C. E. Miller & Co.

The lady taking the largest amount of prizes  
at the exhibition, receives a handsome silver  
bowl from C. E. Miller & Co.

Ladies, C. E. Miller & Co. give a pair of  
French kid button boots worth \$5 for the best  
lemon pie at the Brandon Fall show. Went  
that be a dandy pie?

Ladies, the fine stocking yarns many have  
been waiting for has arrived. Call early and  
secure some; have only a limited quantity and  
it is going fast. C. E. Miller & Co.

Immense stock of new dress goods at C. E.  
Miller & Co.

Some elegant braided costumes in black and  
navy. C. E. Miller & Co.

5 quires of the best note paper and 4 pack-  
ages of the best envelopes for only \$1.00 at  
the MAIL Book Store this week.

A couple of hand cars colliding on the C. P.  
R. Monday brought out the choicest of doctors  
of the occupants but no serious damage was done.

The Call has a telegram saying Mr. Nor-  
quay is returning from New York without  
money for the R. R. V. So far the creditors  
are \$30,000 the contractors' deposits \$50,000  
borrowed in Montreal and a lien for its return  
given on Dominion subsidies and \$25,000 of  
infancy trust funds. This is most deplorable  
financing.

Mr. N. Boyd has a sheep ranch at Carberry  
on which he has 1,000 sheep.

There is a rumor to the effect an order of  
500 cars on the S. R. has been made, the order  
of the S. R. and Rocky Mountain Railway.  
If they accept the N. W. Central will likely  
be commenced yet this fall.

The hand of death has been busy during  
the past week, taking Mr. J. Rich, butcher, and  
Mr. A. Natam, of the firm of Natam & Co.  
Mr. Reid died of consumption, and Mr. Natam  
of a complication of complaints. Both were  
young men just starting out in life with good  
prospects before them and their absence will  
be felt in the circles of their acquaintance,  
as they were highly respected by all who knew  
them. It is only another reminder that in the  
midst of life we are in death.

Mr. Secretan, engineer of the North West  
Central is being driven through the country by  
Mr. Daly today. Mr. Sprague, contracting  
engineer with the contract in his hands for 50  
miles. He will go on with the grading object  
to Rapid City thence westerly at once. This  
will end public speculation.

With the help of Mr. Daly, Mr. Chubb  
managed to down the Queen in a dog suit  
Tuesday. Some time ago he lost a female,  
and she went away with D. McPadden. In  
the meantime she had some youngsters and D.  
Scott bought one of them from McP. Chubb  
got word of his canines, and went to Scott's to  
get the pup. Scott refused to give it up, and  
Chubb seized the animal and walked away  
with it. Scott had Chubb hauled up for  
larceny, but got left in his canines.

It looked like an act of cruelty on the part of  
the Hon. Mr. Hamilton to stuff the poor  
settlers of Souris River county as they suffer  
the other day. According to the Call a  
laudation of the R. R. V. took place between  
him and them when both parties know of  
Tours River people are ever to have a rail-  
way it will be by the extension of one of the  
C. P. R. branches. It is not wisdom to pre-  
judice a people against what is best calculated  
to give them a measure of relief.

At the city council Monday evening John  
Hanbury was permitted to move the city scales  
from the market to the front of his store.

The mayor thought it would be well to import  
an expert to ascertain the cause of so much fever  
in the city. Ald. Fleming considered the idea  
absurd, as it was universally conceded the  
disease was occasioned by filth. The people  
who wanted an expert were the very ones who  
refused to observe the health by laws. Well,  
were allowed to become contaminated from  
privies and this was the main cause of the trouble  
in Brandon. He himself examined the privy  
vaults of persons who became ill of fever and  
every case he found them defective. The rates  
for scavengers were fixed for private houses 50c  
and hotels \$3. Mrs. Walker was ordered to be  
paid a reasonable sum she having opened her  
house for the nursing of fever patients. Mr.  
E. Hughes was heard in reference to a new  
invention of his for cleaning out from drains in  
the spring. Rates for the current year were  
fixed as follows; ordinary rates 3.38-100 mills  
district and county rate 73-100 part of one  
mill. Protestant schools 3.89 mills, or a total  
of 15 mills on the \$.

**Flumerfelt & Powers,**  
RIVER AVENUE,  
Our Goods and Prices  
Cannot be Beaten.  
BRING YOUR CASH  
AND SEE.  
AND SHOES.

**ALL STEEL BINDER**  
SOLD IN BRANDON,  
Come to the COCHRANE MFG. Co's  
OLD STAND.  
WE CAN SELL YOU A  
**Mower and Rake**  
25 per Cent. Cheaper than any  
other Firm.  
**WE KEEP REPAIRS**  
For Cochrane Mfg. Co's Goods, Jas.  
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**FIRST CLASS  
SEWING MACHINES**  
On Hand.  
Everything we Sell is Guaranteed.  
**Stock taken in Exchange**  
Years,  
**SMITH & SHIRRIFF.**

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**SMITH & SHIRRIFF.**

# NEW GOODS!! NEW GOODS!!

## AT C. E. MILLER & COMPANY'S.

New Fringes  
New Laces

New Gloves  
New Hosiery

New Ribbons  
New Corsets

New Plain Brocade  
and Cord Velvets.

New Suitings, New Skirtings, New Flannels, in  
Grey, Navy, White and Fancy.

New Yarns, 500 lbs. Lot, and more to come, including Saxony, Jubilee and Genuine Baldwin Fingering, in all Shades and Colors.

### SEE OUR NEW BOOTS.

Special Lines in Ladies' Fine Button Boots and Kid Slippers. See our French Kid Button Boots, at \$2.75.

**DAMAGED GOODS** We had a Large Consignment of Goods in recent accident on C.P.R. including 50 Pairs Fine White Blankets, which we must Sell and are offering at a GREAT SACRIFICE.

## CLOTHING AND GENTLEMEN'S FURNISHINGS A SPECIALTY.

CORNER NINTH STREET AND ROSSER AVENUE.

### CHAPTER III.

MR. FRANK MILLER.

John Miller woke early that morning, feeling as sore and stiff as though he had been wall beaten and then strapped up tight in horse girths. He made a dash, however, to dress himself, and then, with the help of a watch, looked through the French window that opened from his room on to the garden and surveyed the scene before him. It was a delightful sight. At the back of the house was the stony, low-lying stream, and on the left, a tall, curved, moss-covered rock, rising from a great slope of grass to the top of which the house was placed. The stream was mostly built of broken stones, and with the exception of the water, and other outcrops, which were dotted with green, it was a mass of grey. The sun was in the rays of the morning sun in a way that had never before. A long, straight, and wide road led up the hill, and on the left, a green field and a line of trees. The house was a two-story building, with a red roof and white walls. It was a very comfortable and pleasant place to live. The garden was a beautiful one, with many flowers and a large lawn. The stream was a very pleasant one, and the rock was a very interesting one. The house was a very comfortable and pleasant place to live. The garden was a beautiful one, with many flowers and a large lawn. The stream was a very pleasant one, and the rock was a very interesting one.

### 20 per Cent. Saved!

The following Goods may be got at the

## MAIL BOOK STORE

One Door West of the Post Office,

BRANDON.

At 20 per Cent. less than the Prices of other Houses.

## WALL PAPERS

From 10 Cents to \$2 per Roll. 100 Patterns to choose from.

## MUSICAL GOODS,

Violins, Accordions, Guitars, Concertinas, Harmoniums, &c., &c.

Big Bargains to Close Out the Lines.

## FANCY GOODS

In Albums, Fans, Purses, Satchels, and 100 other Lines, to suit all tastes.

## STATIONERY,

School Supplies, Church and Miscellaneous Books, very cheap.

## LIGHT READING.

The Largest Stock of Lovell's Library, Seaside, Rose Library, &c., &c., in the Country, at Ontario Prices.

## MUSIC

Vocal and Instrumental—to suit all tastes.

## SPORTING GOODS.

Croquet, Base Ball, Lacrosse, &c., for all.

## Children's Toys.

Waggons, Balls, and 100 other Fashions, at Sacrifice Figures.

We want the Money, and will give the Goods AT BOTTOM PRICES.

## C. CLIFFE

## Money to Loan.

MANITOBA

## Mortgage and Investment Co.

CAPITAL \$2,500,000.

LOCAL ADVISORY BOARD.  
Hon. C. P. Brown, M.P.P., Minister of Public Works.  
C. Sweeney, Esq., Manager, Bank of Montreal, Winnipeg.  
A. E. Eden, Esq., Land Commissioner, Man. and N.W. Railway Company.  
A. W. Ross, Esq., M.P.  
R. H. Hunter, Esq., Winnipeg.  
W. Hespeler, Esq., German Consul, Winnipeg.  
This Company has been formed expressly for the purpose of lending money on the security of Real Estate in Manitoba.  
Advances made on the security of farm and city property at lowest current rates.  
HEAD OFFICE—Hargrave Block, 326, Main Street, Winnipeg.  
L. M. LEWIS, Manager.

## HENDERSON & HENDERSON.

BARRISTERS, &c., Agents for BRANDON.

## PUBLIC AUCTION.

Pursuant to the Dominion Lands Act of 1882, there will be sold at public auction in the City of Brandon in the county of Brandon, Province of Manitoba, on  
TUESDAY, 27th day of September, 1887, subject to a reserve bid.

## 70,000 Railway Ties

(More or less.)

Sale will be conducted at the Grand View Hotel at the hour of 10 o'clock in the forenoon.

The above mentioned timber is under seizure of the Crown and will be sold as above stated unless the claimants produce proofs by affidavits or otherwise to the satisfaction of the Department of the Interior that the same were NOT CUT ON DOMINION LANDS.

For further particulars apply to Crown Timber Office, Winnipeg, Man.

By order, E. F. STEPHENSON, Crown Timber Agent.

## COAL! COAL!

## MAYWOOD Bros.

Sole agents for Canadian Anthracite Coal Co., will keep on hand a large stock of

## Coal & Wood

AT LOWEST PRICES.

Parties purchasing winter supplies of fuel can save money by placing their orders early.

We will give

## Special Rates on Car Lots!

DIRECT FROM THE CARS.

## Cartage Office in Connection

All orders left at our office accompanied by the Cash will receive prompt attention.

ANTHRACITE COAL \$10.50 PER TON.

warranted to give satisfaction.

—WOOD \$5.00 PER CORD.—

## HORSE LOST.

STAYED at the house of an undersigned, and was seen by him on the 10th inst. By the way, the horse is a very good one, and is worth a good price. If anyone has information as to its whereabouts, please call on the undersigned at the last office, Brandon.

W. E. MCANDLISH.



## Agricultural Societies in the North-West Territories.

IN order to give effect to the vote of the last Session of Parliament of \$10,000 in aid of Agricultural Societies in the North-West Territories, the following appropriation and regulations have been decided:

1. An Agricultural Society having fifty members, each of whom shall have subscribed \$1, may receive from the above vote \$150, and \$3 for every additional subscriber of \$1 each, not exceeding thirty three in all; or, for a subscription of \$83 33 the Society having membership as above would be entitled to receive \$250, which is the largest amount that will be paid from the vote to any one Society.

2. It is a condition of any payment under the preceding section that the Treasurer of any Agricultural Society shall be required to furnish, not later than the 1st September next, to the Minister of Agriculture, a statement showing:

(a) The name of the Society, and where located;  
(b) The names of the several officers; and  
(c) A copy of the list of the members of the society, with the amount subscribed and paid, set opposite the name of each.

3. This statement must be certified, by a declaration made before a Justice of the Peace, that it is true, and that the subscriptions have been paid.

By order of the Minister of Agriculture, JOHN LOWE,

Secretary of the Department of Agriculture, Department of Agriculture, Ottawa, 5th August, 1887.

## GENTLEMEN,

If you want your

## Horses Shod!

IN FIRST-CLASS STYLE

## CALL ON WILSON

Where you will always get the best Horse-Shoeing done in the City—where they get all the fast and best horses shod in the latest and improved styles.

Special attention paid to Corns, Contractions, Quarter cracks and other diseases of the hoof by

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## DUPONT GUN POWDER

Undoubtedly the best sporting powder made. All the crack shots in America use it. It is no experiment, having stood the test for 85 years, and still leads. It is strong, quick and clean, and costs no more than other makes. Can be had of all live dealers. Ask for it and see that you get it. One trial will be sufficient.

F F G Rifle. Dominion Rifle.

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Crystal Grain. Blasting.

If you use this Powder and miss, it will not be the fault of the gun.

## STRAY OX.

CAME into the enclosure of the undersigned, sec. 14, Tp. 11, R. 19, on Sunday, 26th, a large White ox, with red back, wide horns. The owner is requested to pay expenses and take him away.

ROBERT NEVENS, Brandon P.O.

## SMALL-POX!

Marks Can be Removed

## LEON & CO.

London, Perfumers to H. M. the Queen, have invented and patented the process of removing marks.

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Which removes Small-pox Marks of long standing. The application is simple and harmless, causes no mortification, and contains nothing injurious. Price, \$2.50.

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Having been cured of Nervous Prostration, Seminal Weakness, Premature Decay, and all the evil effects of early debauchery and youthful folly, is anxious to make known to others the simple mode of cure. To those who wish and will give him their symptoms, he will send (free) by return mail a copy of the recipe so successfully used in his case. Address in confidence, JAMES W. PARKER, Cedar St., N. Y.

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Next to Dr. Fleming's Drug Store.

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Suits

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All work guaranteed to give satisfaction. Bring along your cash and we will make prices suit you.

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## One Dollar

For 5 lbs. Extra Choice New Season, Natural Leaf Japan Tea, or the same quantity of a very choice English Breakfast BLACK TEA. We warrant these Teas free from sticks, stems, or any other foreign substance.

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When remitting for our Price List be sure and register your letter.

P.O. BOX 405.

MENTION THIS PAPER.



## Brandon Weekly Mail.

THURSDAY, SEPTEMBER 22, 1887.

## THOSE INTERVIEWS.

The local *Six* was very amusing last week. It contained alleged interviews with certain of our citizens named. The manager of that paper has recently been to the coast at the expense of the C.P.R., which by the way he has shown his gratitude to for free transportation by coming back to blackguard the C.P.R. and its Vice-President. The manager has imitated western enterprise, so he dishes up certain interviews in his sanctum, gins forth with his copy to conquer and to be conquered. If he is to be relied on some of the interviews were prepared did not appear. He finds willing victims in 25 of our citizens, and strange to say eighteen of them are Grits and are Conservatives, four at least being of the latter faith. We will not vouch for the politics of our mayor, he runs so much with "Jim Smart." Well, amongst the worthies who give their opinion on the R.R.V. road are three good Grits who were so disgusted with the result of the last election that they shook the dust of Manitoba off their respective feet and went east. They were no longer going to stay in this ill governed country. No sir, you bet! But strange to say they have returned—yes, sadder and wiser men. One is reported to have said to the *Six* man "he was prepared to fight or have the road built," one other said, "build the road if at the point of the bayonet," and the last "thought the road was a necessity," and so on. We had no idea till we read these interviews that we had so many fighters. But we may allow for these gentlemen they are put out because they had to return to this badly abused country after saying final farewells. We welcome them back, but at the same time wish they hadn't brought back so much eastern fire. But why waste time, let us pass on at once, to reach the leading "interview" we find that Capt. Wastie has spoken. Fancy "Tommy" doing any talking, but he actually was. He says "there is an unanimity of feeling in both political parties in the matter, with the exception of a few hirelings and touters who oppose it because the Ottawa Government desired them to do so." Then who would have thought it. There is nothing of the hiring or touting about the Captain. "Tommy" is no touter. Strange tho' that this worthy gentleman who even wants "the road built by all means" should have been the head and front of the R.R.V.R. caricature on even a public holiday that so called Mr. Ashdown? No Grit in Brandon has been more loudly mouthed in his denunciation of the R.R.V.R. than Capt. Wastie. But what can we expect when the organ of the party was dumb upon the subject till the great "A. M." got home, and then all he could say was that "the R.R.V.R. could but give tangible form to a sentiment!" The Captain was soon relieved when A. M. got back and he has fallen into line. He may want the road but "he ain't no touter." We have not space to criticize each individual interview. We were struck with the unanimity of opinion amongst the Grit gentlemen interviewed that the R.R.V.R. must be built at any cost and we must have western connection! Of course, to such large minds ways and means are of secondary consideration. Fancy it occurring to such a large minded philanthropist as C. A. Larkin who says, "the road must be built" that money was the first necessity? What are a few thousands to men of capital. The next scheme will be a large subscription list to take stock in the R.R.V.R. If we recollect aright the large minds that ran the Farmers' Union were going to build the Hudson's Bay Railway by a \$10 subscription from each farmer. What, now, if these Grit capitalists in Brandon should suggest an idea of this kind to Norquay and so help him out of his financial dilemma. These interviews would of course not have been complete without our having an opinion of John A. Christie. Now John is never anything if he is not profound. There is nothing of the flighty, airy, vapoury business about the would be M. P. for Selkirk. When he limits that noble brow and expands that massive mouth and shows those pearly teeth and strokes that artistic beard and points those graceful feet, then look out. John must have posed well and spoken solemnly, sternly and deliberately when he said "yea, these are my sentiments," after the scribe had read his copy. Just think of it, dear reader, if it has gone forth as coming from the lips of the great man, "what Norquay and Sir John were in league!" It is nothing to men of ordinary intellect that Norquay and Sir John are at arms length in this matter and the Local and Dominion Governments at serious variance; that the Dominion Government have since emphasized their hostility by filing an information against Norquay, Dr. Wilson and the contractors for an injunction to restrain their building the line across Dominion Lands. These things are absolutely nothing in the sight of John A. Christie, he knows better. "You can't fool me," says John, "I am a Grit from away back and I know these Tories."

It is evident John is going to lead the party now and not be led. He is not going to have any truck with A. M. Peterson or Jas. Gibson or any of the rest of that "wing of the party," no, sir, he is going to show Angus that there is more than one intellect in the rulers of the

party that can lead. We look for great things from John in the next century. We read these alleged interviews in the *Six*, and what do they amount to. We have the opinion of 18 straight Grits who are "agin the Government every time," and for the sake of opposition will be sure to say as they are here reported no matter what subject they are approached on. All the interviews boiled down simply mean, "we want the road and it must be built." There is no suggestion that the Local Government is acting legally and constitutionally that even if the road is graded and the rails should be laid that it can be operated, and if operated, that it will ever pay running expenses! Now, do they consider that in the interest of this part of Manitoba to be of any earthly use to us there must be western connections. That to get western connection the Assiniboine must first be bridged. That that River is not bridged and cannot be without the authority of the Dominion Government. That even if the Railway were across the Assiniboine and into Winnipeg it does not run any further. That no one will build the road from Winnipeg to Portage without Provincial aid, and that the Government have no power to aid such a road without a meeting of the Legislature to authorizing them. That if the Government authorized were to aid the line from Winnipeg to Portage by issuing bonds, who is going to meet the interest on these bonds? Are we to undertake a local line from Winnipeg to Portage, running parallel to the C.P.R., is going to earn enough to pay running expenses and pay interest on \$50,000 at four per cent. per annum? If not, then the Government must meet this drain on Provincial Revenue. How is that Revenue going to stand it? We will have a charge of \$50,000 a year on the million to be spent on R.R.V.R. This \$50,000 will have to be met out of Provincial Revenue too. No sane man will say a local line from West Lynn to Emerson will pay that interest and operating expenses as well. If the Manitoba North Western with 150 miles of road in operation through a fine section of country as we have cannot pay the interest on the bonds guaranteed by the Local Government, how in the name of common sense is the line from Portage to Winnipeg and Winnipeg to the boundary going to do it? But why go on? These things never enter the heads of those men who glibly say "the road must be built! But before we close we do wish for the views of Mr. Spencer, Mr. Henry Wheelton and Mr. Hellyar. We sadly missed the views of these gentlemen, particularly the last two, they would have been such a quaint flavor in the "Tories" and so much fire in "Ellyars." The *Six* man was guilty of great neglect in overlooking these gentlemen, and we believe he has been taken to task accordingly.

## PRESIDENT STEPHEN'S POSITION.

President Stephen has written a "long letter" to the shareholders of the C.P.R. upon the agitation in this country, which bears upon all the points in the matter in dispute. We do not agree with his contention that the through freight from the prairie sections, or the local freights in these localities exist in any way to compensate for the comparatively unproductiveness of the section back of Lake Superior, for as the road is a national highway it is the nation and not any particular portion of it that should bear with any of the disabilities of the institution. If at any time unusual or irregular drain is necessary to compensate the Company for loss in the operation of that section of the road it is the Canadian Government and not the Manitoban people that should bear it, to uphold National interests. With the rest of the article, however, we in general terms agree, and with most of the rest we heartily concur. Touching the right of the Province to operate the R.R.V. as a competitor, he says:

"It is asserted and widely believed that this clause has no effect in the original Province of Manitoba, but the B. N. Act which settled and defined the constitution of Canada distinctly assigns to the jurisdiction of the Dominion Parliament all matters not specifically delegated to provincial legislatures, and power to legislate concerning railways extending beyond the international boundary or intended to connect with other lines at such boundary is now here in the constitution given to the provinces. Whether or not the 15 mile limit applies to the old Province of Manitoba, the matter of a railway connection at the international boundary is clearly within the control of the Dominion, and as clearly beyond the power of the Province."

Of course, if it is established in a court of law that the right to authorize a crossing of the international boundary is vested in the Federal Government, then he can get damages against the Dominion if it allows the operation of the R.R.V. Railway; but if on the other hand the courts should decide provincial legislation was alone sufficient to authorize such crossing then the C.P.R. would have no redress in the event of competition, and no reason to expect it. But as we have frequently said here is a point, the Privy Council, can alone decide, and in justice to the province and the people the Local Government should have taken it there before a cent of expenditure on the R.R.V. was made.

"The object and the spirit of the 15th clause of the contract with the company was the temporary protection of the interests of the Dominion in the Northwest as well as the protection of the C.P.R. from the encroachment of lines from the south during the infancy of the enterprise. Could connections be made with the American railway system at the southern boundary of the original province of Manitoba, the clause would be meaningless; for, once

across the boundary line there would be practically no limit to the extensions that might be made. The company required protection because it was bound, under its contract, to make an enormously expensive railway through what was thought to be an unproductive wilderness north and east of Lake Superior. It was also bound to take over and work the line then being built by the Government, from Lake Superior to the Red river, through a similar unpromising district, and it was required to give security for the working of the entire line when completed."

In the foregoing section, too, he makes a suggestive point. The intention of both political parties from the inception of the scheme until agitation ran rampant under the Ashdown's and the Whitelaw's was to protect the road from all manner of competition until it was well under way. On one occasion, when the road was under construction the Mackenzie government disallowed a charter to a road intended to come into competition with the C.P.R. Had the Company taken until 1891 to complete the road, as they could have done under the force of their contract, there would not now be a word about disallowance, and by the clamoring for it the company is made to suffer for their enterprise and energy in pushing to so early a completion this great undertaking.

Another important point made by Sir George is the following, the truth of which every Manitoban can readily ascertain for himself:

"It has been the aim of the company to adjust its tariff so that settlers in the Canadian Northwest should receive more for the products of their farms, and pay less for fuel, and no more for other necessities of life than settlers similarly situated in the United States; and that it has succeeded in this is clearly shown by a comparison of prices with neighboring sections of Minnesota and Dakota."

We quoted from the Free Press last week, which ought to be good authority for the R.R. Valleyites to prove that wheat was as high on this side the boundary, before the late C.P.R. freight reduction, as it was on the other side, and the history of the past four years proves the quotations have been universally in our favor, which goes to show American handlings all through have never been more favorable to the local settlers than have been those of the C.P.R. The issue may be evaded but the straight evidence of the fact is incontestable. But in the following Sir George touches the cocoa in the milk:

"But notwithstanding the liberal policy of the company as regards branch lines and independent lines and rates of transportation; notwithstanding that the tariff of rates for the company have as yet been approved by the Government only from year to year, and are subject to annual revision and notwithstanding that no complaint of these rates has ever been made to the railway committee of the Privy Council, the natural and inevitable consequences of over-speculation have been mistaken by many people in Winnipeg and some other towns in Manitoba for need of railway competition. This idea has been fostered by individuals with selfish ends to serve, by towns seeking advantages over others in trade, by local politicians striving for popularity, and by politicians at large for party ends."

No one now says the C.P.R. is not well operated and well managed, and that if the two South-western lines were extended a short distance, and the Brandon North western and South-western lines were built, which must be through C.P.R. favor, if the work is ever done, there would be no roads enough in the country for its requirements for years at least, the only question then that could arise would be the one of rates, and when, as Sir George puts it, the tax payers of this province have never once taken a step to bring C.P.R. rates before the committee of the Privy Council, who have the full power to revise them, the cry of "extortion" and "tearing the life's blood" are not very well founded after all.

To sum up the situation, then, there are two methods either of which is constitutional and right, to settle present differences, and if these who have control of provincial affairs refuse to adopt either of them they must lose the sympathy and respect of all sensible people. It is the "high rates" that are complained of an appeal to the Government at Ottawa can give a full consideration to all the people's grievances alleged or real, and if it is a just definition of provincial rights that is desired, an appeal to the Privy Council can outline it. In any case then the measure of relief the people desire, in so far as they are legally entitled to it, can be obtained through a comparatively inexpensive process, which only the more increases the sensible portion of the community against the reckless proceedings taken to give the tenth railway to Winnipeg, while many other citizens certainly equally deserving cannot obtain the one.

The Free Press is bringing itself down to the level of the veriest Pecksniff in the land. The last few days, it has been quoting Pitt in the English House of Commons, on the treatment of the American Colonies, by the Imperial parliament, as an assurance the Canadian parliament was doing a great injustice to Manitoba. It may be news to the Free Press that the American colonies at the time had no representative in the English Commons, and Pitt's contention was it was unjust for a legislature to tax a people, who had no voice in that legislature. The cases of Manitoba now, and the Colonies then are, therefore, in no way analogous. Manitoba's treatment by the Federal parliament, are in the presence of five representatives from the province, a larger representation than any of the eastern provinces have in proportion to population, and with the consent of two of the number—Messrs Ross

and Royal. You can never get Grit to give an honest comparison. The whole point in the issue is this and the Free Press and the whole Grit party fight as shy of it as a cat does of holy water: Is a provincial charter recognised as sufficient to authorize international traffic by connection with an outside system and especially where such connection is to operate in competition with a highway whose success is of importance to the whole Dominion? If it is not it is a usurpation by the Provincial government of a Federal function, and if such a connection is sufficient then the proper step is to go to the courts and establish the fact. This would be inexpensive, and settle the matter for all time. If the Provincial Legislature has the constitutional rights and jurisdiction the Free Press and the advocates of the R.R. V. say it has, there is nothing like proving it in the courts to settle a conflict for all time. The Manitoban in conjunction with all sensible citizens wants to see the province fully in possession of every right guaranteed by the constitution, but justice cannot be done the Dominion by giving it more. Sensible people can understand this but full heads of the Free Press stripe are satisfied with nothing that does not result in party triumph.

According to Saturday's Free Press, a week ago, these are the kind of people Tories are: "An able and virtuous coterie of 'loll' hot-headed, mutton-witted, die-biased, adle-black guards." Choice language; but it is from the pen of the anarchist and annexationist radical who not always writes Free Press editorials.

## MORE INTERVIEWS.

As our neighbor of the Sun has been free with its interviews on the R.R.V. Railway, we consider it but our duty to show that all was not gold that glittered, and we therefore give the following as opinions of some of the solid business men of the place. If occasion demands it we will extend the list in later issues:

Ex-Ald. Dickinson and Murray felt the Local Government were taking an unwarranted course. As there were railways enough in the country to do all the business to be done, rates alone could come up in controversy. If the C.P.R. charges were not satisfactory, the people should have petitioned the Dominion Government for their reduction, before the country was sunk as it is being sunk. Even if redress could not have been got from the Dominion Government, it would have been infinitely better to have completed all arrangements for extensions of the R.R.V. throughout the province before the first cent was spent on the venture.

Ex-Ald. Durst was opposed to the present proceedings. If eastern and western connections were guaranteed before money was sunk in the R.R.V. and an appeal to the courts showed the road could legally and constitutionally become a reality, there would have been no virtue in the steps begun and being prosecuted. The means for the construction should also have been to the fore before an expenditure was made.

Mr. W. H. Hooper, grocer, did not see how any advantage could accrue to the country from the way the Government went about the work. It might please some Winnipeg people, but it could be of no service to the west. We might add that Mr. Hooper is also a farmer having this year harvested 400 acres of wheat.

Ex-Ald. W. Johnstone, Implement dealer, felt the country had no use for such a railway, it wanted to be built by the C.P.R. favor alone, and with the machinery the people had in their hands to keep down C.P.R. rates, things as they were should suit all but natural grumblers.

W. F. Irwin, implement agent, had not thought enough on the subject to give a candid opinion. Casually he would remark the road might be of some benefit if eastern and western connections were all right, but as the matter stood it could be of no service to any place but Winnipeg.

T. T. Atkinson felt himself unfairly reported in the Sun. What he did say and what he said still was the Local Government should have found out in the courts what they could and what they could not do before they spent a cent of the peoples money. He could not at all approve of the course the Local Government had taken.

Thomas Nichol, a prominent farmer at Souris City, and a Reformer, was opposed to the rights of the province being covered by a monopoly, but none the less the course the Local Government was taking was most reprehensible. The R.R.V. built on present principles could be of no service to the people to be taxed for its construction.

Squire Dossan, of Cornwallis, who is worth as much as half the Local Legislature combined, was convinced no patriotic man could endorse the R.R.V. The Federal Government were as much the guardians of the peoples interests as any other Legislature could possibly be, and clashing with its policy was most unjustifiable. If the province required these roads, a plan for their construction should have been arranged amicably between the two Governments.

John Parr, farmer and merchant at Bradwardine, than whom there is no stancher man in his municipality, was opposed to the R.R.V. from its inception, as he was confident if a vote was taken in his municipality there was a majority of 50 of the same opinion as himself.

J. D. Bowley, a Reformer, could see no advantage to arise from the road. If the business of the country did not make money for the roads now in operation, their increase would only cumber the service, and as the province was responsible for the bonds of the R.R.V. any gain in the cutting of rates, on the road would only have to come out of the peoples pockets in interest.

Thomas Lee, harness maker, could not possibly see how the road would ever be of any benefit to the people. It originated in the selfishness of Winnipeg, and he was only surprised that any western man could be found willing to tax himself for Winnipeg's benefit.

Ex-Ald. John Hanbury, jobbing grocer, was convinced the scheme was conceived and matured in the selfishness of Winnipeg. No matter what the intentions of the Local Government might be they could accomplish nothing in fighting the Federal Government at every step.

Dr. Spencer was convinced it was a waste of time. It was a risk at the best, and that city was after, regardless of the result, to be attained.

Mr. Given, blacksmith, considered the R.R.V. road "a fraud from post to post," and that it was an ornament for the eyes of the four cranks in Winnipeg.

George Winters, late Canadian agent, stepped the Local Government had taken in the matter. They should first have taken the courts what their jurisdiction was, and what cent of expenditure was made. It was the Government into their water to drown the last.

W. H. Gasside, painter, saw no use in the road in any event. Its construction was opened or not, would serve the same purpose, that was all the force the scheme had.

G. H. Minnie, merchant, was of the opinion the policy of disallowance, but the Local Government could not change it, and the R.R.V. Railway. There was no use in ten except these influenced by the R.R.V. could endorse the Government. The R.R.V. did not limit but their constitutional limits before they spent the peoples money.

Ex-Ald. Reid, merchant, considered the action of the Local Government in the matter of the movement. The road was a no useful end to the way, and the west the way it was being built, and the R.R.V. was a hindrance.

R. J. Dickinson, of the *Times*, saw no means of building the road from Winnipeg to Portage, and therefore, considered it a waste of the peoples money.

W. J. Burdell, of the *Times*, saw no use of the road in the form of a monopoly. Without eastern connections controlled, it was at the mercy of the other railway interests. It was a waste of time to have taken public money for the road until a means for its independent working was definitely secured.

H. M. Sage considered it a waste of time, called "nothing," a foolish mistake, and he had neither eastern nor western connections, and was, therefore, rather an end intended.

J. Laplante, barber, had no thoughts about it, but from what he heard of it, he considered its construction a mistake.

Mr. Conboy, jeweler, saw no use in the road served by its construction on the present scheme. The scheme was a very ill conceived one.

Mr. H. Meredith, of H. Meredith & Co., general merchants, thought a vote would assist the province and the Dominion. It was a question, however, whether or not the Local Government was acting in the interest of the people. If the arrangements completed for eastern connections and were assured they had had success on their side, well and good, but if not going on in doubt, and simply carrying the future might develop something worse than through, they were operative and all well wishers of the country.

Mr. R. Powell, livery keeper, and Mr. W. H. Hooper, grocer, were interviewed together, and they agreed that while there was a difference of opinion in the country as to the R.R.V. to monopoly, there should be more to mistake the Local Government was. They were responsible to the people, having first ascertained in the case of Federal jurisdiction closed and Local Government commenced before the first step was taken.

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We commend the foregoing to the

THE "PLEBES" IN CAMP.

Life of the First Year Man of West Point—Drill and Discipline.

The summer camp is one round of labor for the plebs, as the first year men are called at West Point. If he were transported to another planet there could hardly be a greater change in his life than that which he experiences when he leaves the comforts of his home and plunges into the routine of military drill and discipline of West Point. He rises at 5 in the morning for reveille, and in half an hour marches to breakfast, the interval being employed in doing the policing of his own tent and of the tent of the cadet to whom he may stand in the relation of "special duty man." When he walks he marches with depressed toes and outspread palms.

He has two hours of drill every morning and another hour with parade in the afternoon. After tattoo, which is 8:25, he may retire; but no downy couch awaits him. He spreads his blanket on the tent floor and spreads himself on that, with a quilt drawn over him for protection against the night cold. The only change from this programme is on Sundays or days when he marches on guard. On Sunday there is the Sunday morning inspection and two hours of chapel, making it anything but a day of rest; and when, as a sentinel, he marches on guard in the morning he walks post two hours at a stretch in the sunshine and in rain, with four hour intervals, during the whole twenty-four hours that elapse before the guard is relieved. This much, in general, falls to the lot of every plebe in the way of duty.

Aside from this comes in the question of his treatment by the cadets. Ability to sing, play, dance or render one's self entertaining in some such way is highly appreciated by cadets; and a readiness to exercise what few accomplishments he may possess usually saves the plebe much harrassing. Of course all do not escape so easily. Many have guns to clean and water to carry and bedding to pile for the upper class men, and are unpleasantly "roughed" in other ways; but the ill usage which a new cadet ordinarily receives is almost always exaggerated in the accounts which reach the public through the press.—St. Nicholas.

The Home Feeling in Cats.

The home feeling which appears at first sight to be a strong point in favor of the cat turns out on examination to be rather against her on the score of genuine emotion. It is an attachment to places rather than to persons; a lonely guest where she has lived being more attractive to her than the society of her benefactors. Even in her special field of usefulness the cat is by no means the paragon of skill and efficiency she is too often represented; a terrier will eclipse her as a rat-killer, and she is too easily spoiled by indulgence to keep up her reputation as a mouser. In fact, the cat has become an æsthetic ornament; the pride of apothecary stores and the glory of drawing rooms, instead of being the protector of the kitchen and cellar. There are cats like the Persian, and a species called the "coon," indigenous to Maine, which are very decorative, and seem to enjoy the ribands which are lavished upon them, and yet there is a stealthy, covert manner about them which is by no means attractive. I always feel that the tiger element is in the most domineering and peaceful cat. And yet a wagging friend of mine insists upon it that all cats are sane and sane, while cheerfully admitting that none of them are sane purr.—Boston Post.

Work of an Archæologist.

Pushed as the writer always is to the highest rate of speed which he commands, he must bend every energy to the task. Brain and muscle must be strained to the utmost to accomplish their work, and, the notes completed, he must set to work with assiduity to transcribe them for use, a task requiring, as he knows, four times the period occupied by the dictation, but which fact many otherwise intelligent masters are frequently unable to comprehend. The strangest experience of shorthand writers is the inability of the employer to understand the difference between a spoken and written language as to the proportion of time required to produce them respectively, and the annoyance which is the outgrowth of this ignorance is one of the peculiar hardships of the shorthand writer.

It is as though a messenger should be required to emulate a racehorse in celerity of motion. He therefore bends all his energies to hasten his transcript, and his day's work leaves him fatigued beyond any of his fellow clerks. For this reason the work is not adapted to women. The strain is too great, and although in some instances a good constitution may enable the worker to endure for years, injury is sustained which is generally irreparable.—F. P. Fairbanks in the Journalist.

The Bill Always Correct.

"I see you have got me down for burning 2,000 feet of gas in December," he said as he laid the bill down on the counter. "Yes, December generally runs up the gas bills." "But we were not at home in December. We left here on the last day of November, and didn't get back until the 2d of January." "But the meter says you consumed it." "Well, I can prove that the house was shut." "Did you find everything all right when you returned?" "Yes, except that some one had broken in and stolen a few towels." "Ah, that explains! I knew the meter couldn't lie! You see, they had to light the gas to find the towels, and your bill is correct."—Detroit Free Press.

Wax Model of a Human Body.

The wax model of a normal human body, which, under the auspices and direction of Councillor Professor Waldeyer, is being made at the Berlin School of Anatomy by Sculptor Schuetz, was for the first time used, a fortnight ago, at one of the medical courses. Its completion will take some years yet, meanwhile the artist is only allowed to work in Professor Waldeyer's study. Thus far, no less than seventy corpses have been required for the accurate execution of the model.—Boston Transcript.

Rich Colored Women.

The richest colored woman in America is Amanda Eubanks, of Rome, Ga., who pays taxes on \$400,000. The property came to her by will from her white father. The next richest is Mrs. James Thomas, of St. Louis, who owns the fine barber shop, the Lindell, and is assessed on property to the amount of \$200,000.

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case of Jimmy Stein, the Winnipeg almighty, who, with Dr. Ashdown & Co., not forgetting the Winnipeg Sun, and we have to assume all we can get over 1,000 more of the almighty men in the west to endorse the opinion expressed above. Will the Winnipeg Sun republish these "interviews" as it has done of the last print in the city, and by adding the names to those of Cliffe, Daly & Co. with others yet to come, it will find the list a very respectable firm.

The House for October will contain a full account of the wedding of the managers of the paper, in Minneapolis, Minn., on the evening of September 28, together with accurate descriptions and illustrations of the participants' wedding dresses and presents.

A copy of this issue will be mailed free to any of our daily readers sending their address.

THE DUCKEY PUB. CO., MINNEAPOLIS, MINN.

### TEACHER'S CONVENTION.

The Western Teachers' Association will hold its Convention at Brandon, on Friday, September 28, and Saturday, October 1st 1887, beginning each day at 9 a. m.

Programme.  
 Amosette, Miss Cutler; Geography, Miss Grammer; Music, Miss Shillinglaw; Music, Miss Grammer; Reading, Chas. H. S. Trail; Higher Mathematics, Geo. Pentland; Spelling, George A. Grogan; Word making, A. J. Baker; School, George A. Grogan; Drawing, Miss Miller; English Education C. E. Bass; Composition, S. E. Lang.

There will be a public meeting in Knox Hall on Friday evening at 8 o'clock, at which addresses will be delivered by J. B. Grogan, D. J. Grogan, Mr. Elliot and others. A very musical programme has also been arranged. A full attendance of all interested is also requested. Mayor Adams will preside.

Visitors to the Territorial Exhibitions.

Mr. W. D. Perley, M. P., informed a Leader representative at the Appello last week, that several special correspondents of the foreign news papers will be present at each of the Agricultural Exhibitions between Medicine Hat and Medicine. Of the number, four from New Brunswick will be represented, two from Nova Scotia and two from Prince Edward Island, the balance being from Ontario. Professor Sheldon, the eminent British Agriculturist, is also promised to attend the exhibitions and it is probable that some of the Cabinet Ministers will be present. With such an array of distinguished visitors, our shows, and as a result of our country's wonderful agricultural capabilities, will be well advertised abroad. We expect the large number that all our farmers will do their utmost to make the coming Regina Exhibition and all the others east and west grand successes.

### The Parson's Story.

The Rev. Dr. Forbes, of St. Paul, a plain spoken person and a practical Christian, tells this story: "A young man of the Young Men's Christian Association gave a starving woman a tract and nothing more, and told a lawyer afterward that he had never seen such a spirit of Christian resignation as that woman manifested in receiving the tract. Then the lawyer swore at him. I think that if there was ever a time for swearing, then it was. I would surely pardon it. If I am happy and a fellow offers me bread and water, I will take the bread and do my own singing."—New York Sun.

### Mrs. "Jennie June" Croly.

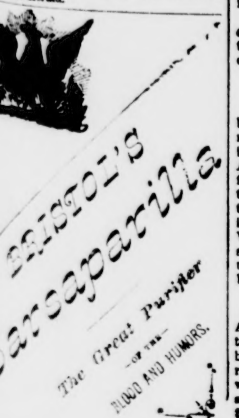
Jennie June has stepped into her new place as editor of Godey's Lady's Book and begun her task as energetically as if she had not thirty years or more of busy pen labor behind her. "I have never known from the beginning," she said a few days ago, "what it would be like in finding work, but if it were not for newspaper readers have liked her work, it must have been of their own kind. I have never set any value on it myself." Mrs. Croly's daughter, Vida, is one of the most promising pupils of the Lyceum School of Acting.—New York Mail and Express.

### A Man with an Appetite.

There is a funny little old man in Essex, Mass., who is always eating. Three meals a day are only an aggravation to his appetite. He will rise at 2 o'clock in the morning and eat a slice of meat, some eggs, several pieces of bread, out of ham and perhaps a few potatoes. At 4 o'clock he eats a hearty breakfast. At 10 he has another. About 10 he begins to grow hungry again. And so, like an avenging Nemesis, hunger chases him day and night. He is always craving food, and yet more than one reputable physician says the man is perfectly well.—Boston Transcript.

### Driving Up the Chickens.

Charles Doubler, of Dawson, Ga., has a dog that drives his chickens up at night. About midnight the dog begins his march over the premises, and never stops until every fowl is driven up and is in the hen house. If a chicken shows a disposition not to go to its roosting place the dog drives it to the hen house and stands guard at the door until the chicken takes a perch on the roost.—Chicago Herald.



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**Mail Contract.**

SEPARATE SEALED TENDERS, addressed to the Postmaster General will be received at Ottawa until noon on Friday, 4th November next for the conveyance of Her Majesty's Mails, on a proposed Contract for four years, each way, between Pleasant Forks and Wolsley via Seale, Chelmsley, Hill Farm and Ellabrook, computed distance 39½ miles, from the 1st January. One tender to state the price for a weekly, and another the price for a semi-weekly service. Tenders must state distinctly which end of the route the person tendering proposes to start from.

Printed notices containing further information as to conditions of proposed contract may be seen and blank forms of Tender obtained at the Post Office, at the termini of, and all along the route, and at this office.

W. W. MCLEOD,  
Post Office Inspector.  
Post Office Inspector's Office,  
Winnipeg, 19th Sept., 1887.



**Oxford & New Glasgow Railway.**

SEC. - MINGO ROAD TO PICTOU TOWN,  
BRANCH OF I. C. R.

Tender for the Works of Construction.

SEALED TENDERS, addressed to the undersigned and endorsed "Tender for Oxford and New Glasgow Railway," will be received at this office up to noon on Monday, the 10th day of October, 1887, for certain works of construction.

Plans and profiles will be open for inspection at the Office of the Chief Engineer of Government Railways at Ottawa, and also at the Office of the Oxford and New Glasgow Railway, at River John, Fictou Co., Nova Scotia, on and after the 1st day of October, 1887, when the general specification and form of tender may be obtained upon application.

No tender will be entertained unless on one of the printed forms and all the conditions are complied with.

By order,  
A. F. BRADLEY,  
Secretary.  
Department of Railways and Canals,  
Ottawa, 9th September, 1887.

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